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denas, Cuba, May 24, with 26 crew and no passengers; holds and living quarters fumigated.

British steamship *Meican*, for New Orleans via Kingston, Jamaica, May 24, with 43 crew and 47 passengers; holds and living quarters fumigated.

American schooner *Ada F. Brown*, for Brunswick, May 24, with 12 crew and no passengers; holds and living quarters fumigated.

American schooner *M. E. Morse*, for Gulfport, May 25, with 9 crew and no passengers; holds and living quarters fumigated.

*History of fatal yellow-fever case previously reported.*

This case, reported May 22, occurred in an Italian who had been a resident in Colon for two months, having come here originally from La Guayra. He occupied a small house situated in the extreme back portion of the town. He was discovered by the sanitary inspector of the district, and according to the meager history obtained had been sick three days with fever and vomiting. The health officer ordered him removed to the hospital as a suspicious case. Death occurred twelve hours after admission and not until several hours after death, as the autopsy was being made, was the board of diagnosis called upon to report on the case. The board was not unanimous in its report as there were some features, both clinical and pathological, that might have admitted a doubt as to the case being one of yellow fever. The clinical record and the temperature chart of the hospital showed nothing typical of the disease and covered too short a period to be of value as a diagnostic aid. The post-mortem findings were to my mind, however, enough to warrant a diagnosis of yellow fever.

The source of infection in this case can not be traced. It is now over six months since the last case was reported and it was assumed that the infection did not exist on the Isthmus. That a previous undiscovered case had come in from abroad is hardly probable in view of the strict maritime quarantine in force against outside ports.

Prompt and energetic sanitary measures in the neighborhood where the case was found were immediately instituted and a search for *Stegomyia* and their breeding places proved negative. Under the present organization of the sanitary department, and considering the remoteness of the locality presumably infected, no apprehension of a further spread is felt.

*Reports from Bocas del Toro, fruit port.*

Acting Assistant Surgeon Osterhout reports as follows: Week ended May 18, 1906. Present officially estimated population not obtainable; general sanitary condition of this port and the surrounding country during the week, infected.

Bills of health were issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage.
May 13	Venus .....	New Orleans .....	30	0	0	0
16	Belvernon .....	Mobile .....	21	0	0	0
17	Fort Gaines .....	.....do .....	23	0	0	0

Week ended May 25, 1906. General sanitary condition of this port and the surrounding country during the week, good.

Bills of health were issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage.
May 21	Chickahominy.....	New Orleans .....	45	0	0	0
22	Katie.....	Mobile .....	24	0	0	0
24	Fort Morgan.....	do .....	24	0	0	0
25	Appomattox.....	New Orleans .....	46	0	0	0

*Sanitation of Bocas del Toro.*

Consul Kellogg at Colon reports, May 21, as follows:

The department of health of the Isthmian Canal Commission has been authorized by Decree No. 24, issued by the President of the Republic of Panama, to extend their work of sanitation to the city of Bocas del Toro on the same lines which have been followed in Colon, Panama, and the Canal Zone.

Dr. M. E. Connor, assistant quarantine officer of Colon, has been appointed to take charge of the work. He is to have 2 sanitary inspectors and such laborers as he needs for his staff.

PERU.

*Report from Callao—History of yellow fever on steamship Luxor.*

Assistant Surgeon Wightman reports, May 5, as follows:

The *Luxor* left San Francisco February 9 and proceeded to Guayaquil via Mexican and Central American ports, leaving Corinto, her last Central American port, on March 7. She also called at Buena Ventura, Bahia de Caraquez, Manta, and Machulilla, South American ports north of Guayaquil. No mosquitoes were seen aboard in any of these ports except in Corinto, and these did not stay with the vessel after leaving port.

The *Luxor* reached Puna, quarantine station for Guayaquil, at 9 a. m. on March 18, and, having passed inspection, proceeded up the river to the port, dropping anchor not more than a few hundred yards from the city.

The weather during her stay in this place was hot and calm, with only very light breezes and with occasional showers of rain. On account of the rain some lighters were used for carrying cargo, which were roofed and covered over with canvas.

The *Luxor* carried a large deck cargo of lumber, both forward and aft. In Guayaquil the lumber from aft, near where the second and third class passengers and the Chilean members of the crew had their quarters, was discharged, but the lumber forward, near the forecabin, remained on deck, where it became wet with the rain and formed a very convenient hiding place for mosquitoes, the possible importance of which will be seen later.

Of these insects great numbers came on board of different varieties, among which I saw several specimens of *Anopheles*, but none with the outward appearance of *Stegomyia*. That such did come on board, however, is proved by the subsequent history of the vessel.

The steamship remained in Guayaquil 4 days and 5 nights, leaving there at 2.30 a. m. on March 23. She reached Puerto Bolivar, Ecuador, about 9 a. m., and left the same afternoon. No mosquitoes were seen while in this port, but they were active that night.

The *Luxor* arrived at Paita, Peru, at 11 a. m. on March 24, when a